

## CENTRAL INTELLIGENCE AGENCY

620504

## INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

COUNTRY	Bulgaria	REPORT	
SUBJECT	The Simitli-Gorna Dzhumaya Railroad	DATE DISTR.	23 June 1954
		NO. OF PAGES	2
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	

25X1

This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

25X1

1. In common with German wartime maps of various scales, the AMS 1:250,000 map series (Sheet B-11) shows an incorrect alignment for the standard gauge single-track railway line between Simitli (N 41-54, E 23-07) and Gorna Dzhumaya (N 42-01, E 23-06, now Blagoevgrad). From Simitli station, which lies south of the village, to a point approximately five kilometers north of the village, the railway line runs along the west bank of the Struma River in company with the road. About one kilometer north of Simitli the road, which up to that point lies west of the railway, crosses the railway by a bridge and thereafter keeps to the east of the railway until it (the road) crosses the river about 4.5 kilometers north of Simitli. After this, the road remains on the east bank all the way to (and beyond) Gorna Dzhumaya.
2. The railway line, having crossed to the east bank of the Struma River at a point about five kilometers north of Simitli, almost immediately crosses back to the west bank. Some two kilometers farther north, it re-crosses to the east bank and remains there all the rest of the way to Gorna Dzhumaya. Just outside the Gorna Dzhumaya railroad station, the line crosses the Bistritsa River, a tributary of the Struma.
3. The sketch shown as an Appendix, page 2, based on a 1:100,000 map, gives an approximate idea of the road and rail alignments described above.
4. The three railway bridges are all of similar pattern: concrete and masonry construction, with iron handrails, 3-span with two pillars standing in the river. Their estimated length is from 50 to 80 meters. All of the bridges carry only a single track.

Comment: The alignments discussed in paragraphs 1 and 2 above do not agree with the Deutsche Heereskarte 1:100,000 series.

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	X	ARMY	Ev	X	NAVY	X	AIR	X	FBI		AEC		ORR	Ev	X		
-------	---	------	----	---	------	---	-----	---	-----	--	-----	--	-----	----	---	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

SECRET/CONTROL - U.S. OFFICIALS ONLY

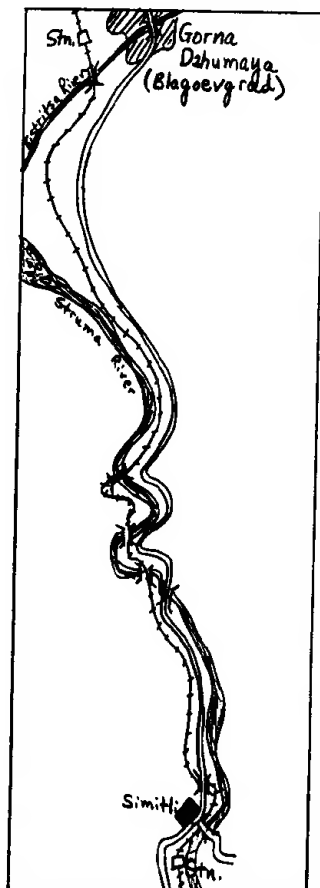
APPENDIX

-2-

25X1

Road and Rail Alignment between Simitli and Gorna Dzhumaya

March 1954



SECRET/CONTROL - U.S. OFFICIALS ONLY